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SUPPLEMENT TO
REPORT NO.

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NEW EQUIPMENT AT MOSCOW ZIS PLANT; POOR INTERPLANT COOPERATION

AUTOMATIC TRANSFER MACHINE LINES -- Moscow, Moskovskaya Pravda, 19 May 53

Twelve automatic transfer machine lines are in operation at the Moscow Automobile Plant imeni Stalin. Planning of a new line for grinding piston pins for the ZIS-120 engine is being completed.

Four checking automatics have been installed at the plant since the beginning of 1953. Heat treating processes are automatically controlled. An automatic device for shaking castings out of flasks has been designed for two production lines of the malleable iron foundry.

Kiev, Pravda Ukrainy, 12 Jun 53

The Moscow Automobile Plant imeni Stalin has set up an automatic transfer machine line, consisting of 16 unit-type machine tools, for machining engine blocks for the ZIS-150 truck. The line utilizes 536 types of cutting tools and measuring instruments. The engine block section formerly worked around the clock, employing 180 workers and foremen, to meet the plant's requirements for blocks. Now the automatic transfer machine line, manned by three workers, does the same amount of work in a single shift.

The first automatic line in the world for welding and assembling automotive wheels has been set up in the USSR.

SAVE ELECTRIC POWER AT AUTO PLANT -- Moscow, Vechernyaya Moskva, 9 Jun 53

All shops at the Moscow Automobile Plant imeni Stalin are participating in a drive to save electric power. Technical measures to save electric power are being carried out by 160 complex brigades made up of a total of 1,600 workers and specialists of the enterprise. In 1952, the plant saved 5,143,000 kilowatt-hours of electric power. In the first 5 months of 1953, the plant saved 3,360,000 kilowatt-hours of electric power, 18 percent more than was saved in the corresponding period of 1952. -- V. Balykin, chief power engineer, Moscow Automobile Plant imeni Stalin.

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ASK IMPROVEMENT IN INDUSTRIAL COOPERATION -- Moscow, Moskovskaya Pravda, 16 Jun 53

Many Moscow plants receive up to 30 percent of their materials and technical supplies through the industrial cooperative system. About 300 ancillary enterprises aid the Moscow Automobile Plant imeni Stalin in the production of the ZIS-150 truck. The Moscow Automobile and Tractor Electrical Equipment Plant No 1 (ATE-1) depends on other enterprises for 250 parts and products that go into its finished output.

Manufacturing plants sometimes receive parts from cooperating plants that are thousands of kilometers away, even though there are local plants that are equipped to fill their orders. For example, Moscow plants are receiving cable products from Leningrad, Yerevan, Kiev, and Tomsk, instead of placing their orders with the Moskabel' Plant in Moscow; and they are receiving bearings from Kuybyshev instead of from the First State Bearing Plant imeni Kaganovich in Moscow.

FAIL TO ADOPT ADVANCED METHODS -- Moscow, Izvestiya, 20 Mar 53

The Gor'kiy Automobile Plant imeni Molotov pioneered the use of rustproof iron cylinder liners, but other plants have not yet adopted this innovation, which would save the state hundreds of thousands of rubles. The Gor'kiy Automobile Plant also pioneered the use of thin-walled main and connecting rod bearings, which other plants adopted only after a delay of many years.

The Khar'kov Tractor Plant still carburizes cutting tools, even though Engineer Smirnov of the Gor'kiy Automobile Plant has developed a unit for depositing hard alloys on cutting tools which produces a longer lasting tool. Smirnov's method is now used by many enterprises, while the Khar'kov plant continues to use the old carburizing method, apparently because it was originally developed there. Situations like this should be dealt with by the ministry.

Bureaus of automatization at a number of plants are building many valuable machines, but their work is not coordinated, and there is sometimes duplication.

Two years ago, the former Ministry of Automobile and Tractor Industry noted in a special order that organizational units of the ministry were not doing a good job of distributing technical information. A technical information exchange sector was set up at the end of 1952, but nothing has been heard from it yet. Technical information divisions at plants are not receiving any help from the ministry, and they are occupied principally with preparing technical documentation for plant products. The monthly periodical *Avtomobil'naya i Traktornaya Promyshlennost'* (Automobile and Tractor Industry) is not suited in terms of scope, periodicity, and editorial policy, for the exchange of technical information and Stakhanovite experience. A special technical information bulletin should be published. -- M. Strokina, chief engineer, Gor'kiy Automobile Plant imeni Molotov

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